

# ALEUTIANS EAST BOROUGH

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SERVING THE COMMUNITIES OF

■ KING COVE ■ SAND POINT ■ AKUTAN ■ COLD BAY ■ FALSE PASS ■ NELSON LAGOON

March 5, 2002

Eric Taylor  
Department of Transportation  
& Public Facilities  
3 132 Channel Drive, Room 200  
Juneau, Alaska 99801

Re: Draft Southwest Alaska Transportation Plan

Dear Mr. Taylor,

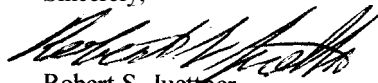
I would like to bring to your attention two items related to Air Transportation and the Pacific Coast Marine Corridor in the proposed draft plan. First, on page 11, the draft discusses five airports being regional hubs: Kodiak, Dillingham, King Salmon, Unalaska and Iliamna. A regional hub airport is defined as one that services other communities. The report left out Cold Bay. This airport provides connecting service to King Cove, False Pass and Nelson Lagoon. As the best airport in the system when defined by runway length, it should be included as a regional hub airport. The report then goes on to discuss the proposed runway improvements to Unalaska as extremely costly and unlikely to be funded. The Draft Plan missed a real opportunity at this point. It should have reviewed the enplanement data from the late 1970s when Cold Bay served as the regional hub airport for the entire Aleutians. In those days, Cold Bay was posting enplanement figures of approximately 20,000 per year as the gateway to Aleutians. It also, for a short period of time, provided service directly to and from Seattle.

With proper vision and planning, Cold Bay could become the answer to most of the problems associated with air travel in the Aleutians. Under this scenario, large jet aircraft, be they B 737-200, 400, 700 etc, would fly to Cold Bay. If the jet aircraft did not continue on to Adak or Shemya, passengers would transfer to appropriately sized aircraft to complete their travel whether to Unalaska, Sand Point, Atka or Saint Paul. The cost of developing this hub would be nominal, provide safer flights with a higher number of completed flights to destinations.

The second point I want to raise relates to the Pacific Coast Marine Corridor. The Draft Plan presupposes the outcome of the King Cove Access Project by concluding that it will be unnecessary for the *Tustumena* to call at both King Cove and Cold Bay. The Draft Plan appears to be jumping to conclusions since there was no discussion of the Borough's preferred alternative in the Draft Plan. Again, the Draft Plan failed to show any real creativity in the Pacific Coast Marine Corridor section. It could have broken new ground by the investigating the feasibility of bring the *Kennicott* into Southwest Alaska with a port call in Kodiak thereby linking Southwest Alaska with Washington! As an ocean going ferry, the *Kennicott* could fulfill this role.

I hope that will consider these points for inclusion in the Draft Southwest Alaska Transportation Plan.

Sincerely,



Robert S. Juetner  
Administrator

CC: Jack D. Melton

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